

SAILING DIRECTIONS CORRECTIONS

PUB 194 **8 Ed 2000** **LAST NM 19/02**
Page 6—Lines 5 to 27/R; read:

1.4 The port of Helsingborg is situated on the E bank of the narrowest part of The Sound, directly opposite the Danish port of Helsingor. The industrial part of the city is situated at its S end. The port, which is a main ferry terminal, consists of three sheltered harbors and is open for navigation throughout the year.

Tides—Currents.—Gales from between W and N usually raise the water level and gales from between E and S usually lower it. The maximum variations in water level are 1.7m above and 0.9m below mean level. During calm weather, the variation in water level is slight.

The currents outside the harbor are variable and frequently strong. There are often surface and bottom currents setting at the same time in different directions and with different velocities. The current usually sets N near the entrances. However, with winds from between W and N, the current may set S, with the change occurring quickly.

Depths—Limitations.—Nordhamnen, or the North Harbor, is the old port fronting the center of the city. It is protected on the S side by a short detached breakwater and on the N side by a curved breakwater. The N entrance, which has a depth of 9m, is used only by small vessels due to the current setting across it. The S entrance has a depth of 10m and is 90m wide. Nordhamnen provides four basins.

Cityhamnen (Basin 1), the N most basin, has a depth of 6.8m and is used by small craft. A marina, with a separate entrance, lies N of this basin.

Inre Hamnen (Basin 2) has depths of 3.6 to 6m; the berths on the S side are used by ro-ro automobile ferries.

Sodra Hamnen (Basin 3) has depths of 6 to 8m; the berths on the N side are used by railroad ferry traffic.

Ocean Harbor (Basin 4) is the outermost basin. The E quay is 480m long and has depths of 8 to 10m alongside. The W quay provides one cargo berth and two ro-ro ferry berths, 90 to 130m long, with depths of 7 to 8.5m alongside.

Vessels up to 180m in length, 35m beam, and 8.5m draft can be accommodated in Nordhamnen.

Vasthamnen, or West Harbor, is situated 0.7 mile S of Nordhamnen and has an entrance facing S, with a depth of 13m. The harbor has two basins and provides terminals for ferries, ro-ro, and container vessels. The large basin has two quays, 265m and 300m long, with depths of 13m alongside. The small basin has two quays, 184m and 220m long, with depths of 9m alongside. Vessels up to 225m in length and 11.7m draft can be handled.

Sydhamnen, or the South Harbor, lies close S of Vasthamnen and contains Basins 5, 6, and 7. Basin 5 provides two oil berths, with depths of 11m alongside, which can be used by tankers up to 10.5m draft. Basin 6 provides a grain terminal berth, 460m long, with depths of 10.5 to 13.5m alongside. Basin 7 has 1,350m of quayage and provides ten cargo berths, with depths of 8 to 11.5m alongside.

Bulkhamn, previously known as Kopparverkkshamnen, is situated 0.8 mile SSE of Sydhamnen. This bulk harbor is privately owned and serves the adjacent copper works.

The quay at the W side of the harbor basin is 440m long. It provides seven berths and has depths of 7 to 10.5m alongside. The quay at the E side is 180m long. It provides three berths, with a depth of 7m alongside. Vessels up to 10m draft can be handled.

The port can accommodate vessels up to 65,000 dwt, 230m in length, and 12.3m draft.

Aspect.—A main light is shown from a prominent tower on a house, 18m high, standing at the root of the curved breakwater at the N side of Nordhamnen.

The harbor entrance channels are indicated by lighted ranges, which may best be seen on the chart.

Karnan Tower, red and square, stands on high ground about 0.6 mile NE of the entrance to Nordhamnen and is prominent from seaward. A water tower and a radio mast, both conspicuous, are situated about 1 mile NNE and 0.6 mile ENE, respectively, of Karnan Tower.

A conspicuous chimney stands at a heating plant on the N side of Vasthamnen and several prominent silos are situated within Sydhamnen. A number of prominent chimneys stand in the N part of Bulkhamnen.

Pilotage.—For information concerning pilotage in The Sound, see paragraph 1.1. A main pilot station is located at Helsingborg. Pilotage for the port is available 24 hours and is compulsory for the following vessels:

1. All category 1 vessels.
2. Category 2 vessels of 80m length and over or 15m beam and over.
3. Category 3 vessels of 90m length and over or 16m beam and over.

All ordering of pilots must be made through Malmo VTS (see paragraph 1.12). Generally, pilots for the harbors board northbound vessels in the vicinity of the M7 lighted buoy (55°58.9'N., 12°41.5'E.) and southbound vessels in the vicinity of the M1 lighted buoy (56°07.3'N., 12°31.7'E.) or the M3 lighted buoy (56°04.6'N., 12°36.8'E.).

Regulations.—A Vessel Traffic Service (VTS) system controls shipping movements, including ferries, within the approaches to the port.

All vessels should send a report at least 24 hours in advance to the port authority.

Vessels should report at least 1 hour in advance of arrival or departure to the Harbor Radio on VHF channel 11 in order to obtain traffic information.

Vessels should report to the VTS Port Control Center (Helsingborg) on VHF at least 30 minutes prior to entering the fairways leading to the harbors or departing a berth.

Vessels with a draft exceeding 2.4m are restricted to a speed of 4 knots within the harbors.

Anchorage.—Anchoring in the roadstead of the port should be avoided because of the close proximity to the in-shore lanes of the TSS and the heavy volume of ferry traffic.

(BA NP 18; BA NP 286; Lloyds Ports) 20/02

Page 6—Lines 28 to 32/R; strike out.

(NIMA) 20/02

Page 7—Lines 1 to 35/L; strike out.

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Page 7—Lines 1 to 13/R; strike out.
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Page 8—Lines 1 to 13/L; strike out.
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Page 8—Lines 1 to 26/R; strike out.
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Page 9—Lines 1 to 24/L; strike out.
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Page 9—Lines 1 to 6/R; strike out.
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Page 10—Lines 3 to 37/L; read:
Gilleleje (56°08'N., 12°19'E.), a resort town, is fronted by a small harbor, which is protected by breakwaters. The entrance is 40m wide, has a depth of 4.5m, and faces NNE. The harbor is mostly used by fishing vessels and pleasure craft. A dredged channel leads SSW through the dangers lying in the approaches to the entrance. Vessels up to 40m in length, 9m beam, and 3.6m draft can enter.
 A prominent water tower and a church, with a conspicuous black spire, stand in the town.
Gilleleje Flak, a shoal area, extends up to about 1.8 miles N of Gilleleje harbor. It has depths of 2.5 to 7.2m and is marked by buoys.
Nakkehoved Light (56°07'N., 12°21'E.) is shown from a prominent tower, 21m high, standing 1 mile ESE of Gilleleje.
Hornbaek (56°06'N., 12°28'E.), a small fishing harbor, is situated 5 miles ESE of Gilleleje and protected by breakwaters.
Hornbaek Bugt, extending NW of the harbor, affords temporary anchorage to sailing vessels that have been prevented by adverse current and wind from entering the narrow part of The Sound.
 A conspicuous windmill, without sails, stands at Dronninge, 2.5 miles W of Hornbaek.
Alsgarde (56°05'N., 12°32'E.), a fishing village, is situated about 3 miles ESE of Hornbaek. A pier, 150m long, fronts the E side of the village and has a depth of 1.5m alongside its head.
Odinshoj windmill, without sails, stands about 0.3 mile WNW of Alsgarde and is conspicuous from seaward.
 A conspicuous red factory, with a tall chimney, is situated at Hellebaek, about 3.5 miles ESE of Hornbaek.
Julebaek Light (56°04'N., 12°34'E.) is shown from a prominent hut, 4m high, standing about 1.5 miles SE of Alsgarde.
Kronborg Pynt (56°02'N., 12°37'E.), situated 2.2 miles SE of Julebaek Light, is steep-to. Kronborg Castle stands on this point and is very conspicuous. This castle was the setting for Shakespeare's Hamlet.
 A main light is shown from a tower, 32m high, surmounting the NE part of the castle.

Helsingor Nordhaven (56°02'N., 12°37'E.), situated 0.3 mile NW of Kronborg Pynt, is an extensive marina. It is protected from N by a long curved breakwater. The entrance faces SE and is 35m wide. Small craft and yachts up to 35m in length, 6m beam, and 2.5m draft can enter.

Caution.—Several shoal patches, with depths of less than 10m, front the shore between Nakkehoved Light and Hornbaek, about 6 miles ESE. Large vessels should avoid proceeding into depths of less than 20m in this area.

Helsingor (Elsingor) (56°02'N., 12°37'E.)

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1.6 Helsingor, a commercial port, is situated close W of Kronborg Pynt. The ferry service between this harbor and Helsingborg, Sweden, provides the principal port activity.

Winds—Weather.—The water level may be raised by up to 1.5m by winds from between WNW and N. It may be lowered by up to 1.2m by winds from between ESE and S.

Ice.—Navigation may be hampered to some extent by ice during severe winters, but the harbor is always kept open by icebreakers.

Tides—Currents.—The tidal range is negligible.

The N-going current sets past the head of the S breakwater and toward the shore W of Kronhoved, a point lying 0.2 mile SW of Kronborg Pynt. At the same time an eddy often sets W along the shore, turning S toward the harbor entrance.

The S-going current sets SW from Kronborg Pynt and across the harbor entrance. The current can attain a velocity of 3 knots, at times.

Depths—Limitations.—The main harbor basin, which provides 2,100m of quayage, is entered between two breakwaters. The entrance is 61m wide and has a depth of 7.5m. The basin has 16 berths, 23 to 160m long, with depths of 4 to 7.5m alongside. There are facilities for ferries, general cargo, container, tanker, ro-ro, and cruise vessels. Vessels up to 170m in length, 30m beam, and 6.6m draft can be accommodated.

It is reported (2001) that a ferry berth, with a depth of 17m alongside, is located close S of the S breakwater.

Aspect.—Kronborg Castle stands on Kronborg Pynt, close E of the harbor. Two prominent churches are situated in the town. Lights are shown from structures, 6m high, standing on the breakwater heads.

Pilotage.—For information concerning pilotage in The Sound, see paragraph 1.1. Pilotage for the port is provided by the main station at Kobenhavn (SOUNDPILOT). Vessels should send a request for pilotage and an ETA at least 6 hours in advance. Pilots can be contacted by VHF and board in the vicinity of the M1 lighted buoy (56°07'N., 12°31'E.).

Pilotage for the port is compulsory for oil tankers, loaded chemical carriers, and gas tankers. Pilotage is recommended for all vessels without local knowledge.

Tankers, whose Master has called at the harbor at least five times within the past 6 months, are exempt from compulsory pilotage, but such vessels must establish radio contact with the port authority and maintain a listening watch on VHF channel 16.

Regulations.—Vessels leaving must wait for vessels entering. Vessels entering should sound one long blast, in sufficient time.

Speed within the harbor is restricted to 3 knots, but vessels may maintain a speed of 6 knots during entry and departure.

Anchorage.—Anchorage may be obtained in Helsingor Redd (56°01'N., 12°37'E.), the roadstead area lying S of Kronborg Pynt. A strong current, which diminishes in strength as the distance from Kronborg Pynt increases, may be experienced in this roadstead. When approaching the anchorage, caution is required due the number of ferries transiting this area. Vessels are advised not to anchor in that part of the roadstead located close N of Snekkersten (56°01'N., 12°36'E.) because the holding ground is too soft and numerous abandoned cables and anchors lie on the bottom.

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Page 10—Lines 1 to 45/R; strike out.

(NIMA) 20/02

Page 11—Lines 1 to 55/L; strike out.

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